

RE: A.L.R.T. STATIONS AT CENTRAL PARK  
(ITEM 15, REPORT NO. 1, 1982 JANUARY 04)

ITEM SUPPLEMENTARY	16
MANAGER'S REPORT NO.	19
COUNCIL MEETING	1982 03 22

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendations of the Director Planning & Building Inspection be adopted.

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TO: MUNICIPAL MANAGER 1982 March 18

FROM: DIRECTOR PLANNING & BUILDING INSPECTION OUR FILE: 08.230

RE: A.L.R.T. STATIONS AT CENTRAL PARK

RECOMMENDATIONS

1. THAT Council endorse the relocation of the U.T.A. baseline "Central Park" station to Patterson Ave. (Patterson Station)
2. THAT Council endorse the U.T.A.'s agreement to build A.L.R.T. so that it can accommodate a future station at Kingsway.
3. THAT Council advise the Project Manager of the U.T.A. Rapid Transit Project and the 'Transit 86 Committee' chaired by the Honourable Jack Davis, of its position.

Section 1.0 - Introduction/Summary:

At its meeting of 1982 01 04 Council adopted the recommendation; "THAT A.L.R.T. stations be provided at Smith and Patterson as previously endorsed by Council". This was in response to a report outlining A.L.R.T. development in Burnaby (Item 15, Manager's Report No. 1). This recommendation was a reaffirmation of Council's previous position on light rapid transit and a rejection of the U.T.A. plan to place an at-grade station in the middle of Central park. Subsequently, the U.T.A. retained a consortium of consultants (Bain, Burrows, Hansen; Strassman; and Hinckling-Partners) to consider the station location issue as well as some of the functional aspects of station layout and siting. The consultants have now completed their work and the U.T.A. and Burnaby Planning staff have endorsed their conclusions.

These are:

1. The baseline at grade station in Central Park should be moved to Patterson (and be called the Patterson station). The Patterson station would be elevated.
2. The A.L.R.T. guideway should be built to allow for the future insertion of a station at Kingsway.

Additionally, the consultants have concluded (and again the Burnaby Planning staff agree) that the preferred configuration for the station at Patterson, is an elevated centre load platform that straddles the street.

This report is being placed before Council at the request of the U.T.A.

#### Section 2.0 - Travel Analysis

In their consideration of the Central Park station issue, the U.T.A.'s consultants looked at potential ridership arising from stations at Kingsway, Patterson and within Central Park. Their examination encompassed present day as well as future trip generation (based on development in accordance with Burnaby's Metrotown concept). Briefly their findings were as follows:

1. Walk on/walk off ridership was extremely important at Central Park stations. (At other stations in the region the majority of ridership would be derived from bus transfer).
2. A station in Central Park would have a negligible number of potential A.L.R.T. users within a critical 5 minutes walking distance. Hence it would have the lowest ridership of the 3 possible stations.
3. A station at Patterson would attract twice as many walk on/off riders as one at Kingsway. This is because of its proximity to existing and planned high density development.
4. Although a Kingsway station would attract more transfers from public transit, its omission would not detract from overall system ridership. The A.L.R.T./bus interchange could be effected at either Metrotown or Joyce rather than Kingsway.

On the basis of this analysis, the U.T.A. have agreed to transferring the baseline station location from Central Park to Patterson. They have also agreed that the A.L.R.T. guideway should be constructed so as to accommodate a future station at Kingsway. Presumably the station would be constructed when the benefits of doing so outweigh the costs. These costs are:

1. The capital cost of the station itself.
2. The capital cost of the additional train-set required to maintain line capacity.
3. The social cost of increasing travel time to A.L.R.T. users by inserting another step.

Planning staff have no reservation in supporting the U.T.A. position on the Central Park stations which accords with recommendations made to Council in a Planning Department report dated

#### Section 3.0 - Station Design Issues

The U.T.A. consultants have also examined the design aspects of the A.L.R.T. stations at Kingsway and Patterson. They have considered whether the stations should straddle cross streets or be offset and whether the platforms should be side or centre load. They have recommended that the best concept for the A.L.R.T. station at Patterson is a centre platform station that straddles the cross street. This configuration is best for the following reasons.

1. It minimizes the 'footprint' made by the station at ground level.
2. It promotes a better distribution of passengers on the platform.

3. Gross platform area is minimized and optimally used.
4. There is less possibility for confusion on the part of riders (with one platform you cannot choose the wrong one).
5. The centre platform station is least bulky and environmentally intrusive.
6. The station straddling the street minimizes pedestrian risk relative to crossing road traffic.
7. The station straddling the street is also readily identified and located by potential riders.

We believe that these conclusions not only apply to Patterson but also to Kingsway. The U.T.A. consultants have considered three possible station locations in Kingsway: over/under Kingsway or in cut at Smith. We understand that the U.T.A. have decided that the A.L.R.T. should cross over Kingsway. Thus when the station is built it will resemble in concept the stations at Patterson. The adoption of an elevated alignment addresses the concerns that we had with the severance problems created by the original U.T.A. baseline alignment.

#### Section 4.0 - The next steps

Staff are satisfied that the position currently adopted by the U.T.A. substantially addressed concerns that we had relative to the A.L.R.T. vertical alignment and station locations in the vicinity of Central Park. Although Council requested that the U.T.A. provide stations at both Kingsway and Patterson we are prepared to support the phasing of stations as proposed by the U.T.A.

As we address and resolve the other concerns that the Municipality has about the A.L.R.T. design we will be providing Council with future reports.



A.L. Parr  
DIRECTOR PLANNING &  
BUILDING INSPECTION

PL/mcb

cc: Director Engineering

